

made them sick—"embalmed beef," so called, that have been sent to the Army under the "pretence of experiment," which charge in effect is corruption and worse, because it jeopardizes the lives of soldiers sent to the front in tropical climates, and who are dependent on the supply of food sent them; that these soldiers have gone to the whole country uncomplainingly, that they have been published, and I have been pilloried in the press of the country as a man who had fed the Army on poisoned meat, and corrupted them; that for about three weeks I have kept silent, for the reason that I was debarré, after talking with the Honorable Secretary of War, from publishing anything because of the immunity granted by the President to witnesses before your Commission, notwithstanding the gravity of the accusations; that it is unreasonable to believe that such monstrous charges could have any other effect than to cause an honorable man in such a position as to goad him to a species of desperation, and that it was but natural, when the proper opportunity was given him, to meet and refute in charges, that he should characterize them in harsh language and in terms that are deemed improper, no matter what the provocation; I therefore withdrew the language and made my own statement, and the abiding faith that your Commission, having all the facts before you, will decide the points at issue justly. Very respectfully,
CHARLES F. EAGAN,
Commissioner-General of Subsistence.

THE INQUIRY CONTINUED.

TESTIMONY BY GENERAL HUMPHREYS AND OTHERS—COMPLAINTS AGAINST THE BEEF FURNISHED.

Washington, Jan. 16.—General Charles F. Humphreys, who was in charge of the water transportation at Tampa for Santo, was chief quartermaster at General Miles's staff and was with General Shafter before General Miles arrived, was the principal witness before the War Investigating Commission to-day.

Before his appearance Frank B. Vogel, representing the Nelson Morris Packing Company, and vice-president of the Fairbanks Canning Company, testified that the company had sold about \$100,000 worth of canned roast beef to the Government, which was used at Chickamauga. He said it was all of good quality. No complaints ever had been made to him, nor had any beef products of his concern been chemically tested.

Captain R. J. Irvine, 11th Infantry, commissary on the Panama route, who transported a beef in charge of the cargo, was the next witness. He testified that the beef was in the most satisfactory condition on January 1 or 2, and on the 10th there was a well-marked odor as of something that had been "closed up." He was not prepared to say the odor was like that emanating from a human body infected with cholera, as Surgeon General Miles had reported. As soon as a complaint was made of the beef he said it was examined and found to be very odorous. The beef was thrown overboard. The men were then put on the rest of the ration, living without fresh beef. The witness said that lack of it was not felt by the men. The beef was carried with refrigerators, and the beef aboard had not been sufficient to preserve the beef as the Commission asked, "if it had been received in good condition." It was received in fairly good condition, however. After the beef was thrown overboard he had thought it must have undergone some change before it was brought aboard, or while aboard before it was put on the rest of the ration. The Board of Survey examined the beef and found it was spoiled. Its report condemned the beef and the beef was not received in good condition, and it excoriated Captain Irvine from responsibility. Despite this finding, witness said, he insisted that he believed the beef was in condition fit for immediate use when received, and it was used for three or four days. He also testified that the beef was not refrigerated facilities, and admitted that the beef was not as good as could be got at a first-class restaurant, as it had not the fresh flavor.

EVIDENCE OF GENERAL HUMPHREYS.

General Humphreys said the commission at Tampa was due to the inability of the records to handle the cars.

"Did you assign the troops in advance of their arrival at Tampa to the different vessels?" asked General Wilson.

"No, sir."

"When the troops came to you, were they then assigned for the first time?"

"Yes, sir, because that was necessary."

He said that under the circumstances the transports at Tampa were well distributed out at the different vessels. Each vessel carried its full complement of ordnance, quartermaster's and commissary's stores; in fact, all that could be taken. There were 114 mule wagons and seven ambulances taken.

"Why were no more wagons and ambulances taken?" asked General Wilson.

"Because the vessels were full," was the answer.

"Would your reply, then, be lack of transportation?"

"I would not like to say that."

All the wagons, said the witness, were landed at Santo, but all were not set up. Litters, he said, should have been landed before the battle of El Caney, because they were regimental, and he believed they must have been. Witness was aboard the Seneca for two days, and said she looked all right to him.

Who ought not to have been," he said in reply to questions as to passes for outsiders to come North on these vessels. He thought duplicate issuance of passes for foreign attaches and others might have overcrowded the vessels, and had protested that only one person should furnish passes. After the vessel was turned over to the medical department he had nothing to do with it. Asked as to serious complaints that had been made of improper condition of the Seneca, the Concho, the Breakwater and the City of Washington, General Humphreys insisted the responsibility rested with the medical department. When the Seneca, the Iroquois and the City of Washington sailed for home with the sick they had no ice, unless the Red Cross had had a little. The first ice schooner reached Santo on July 20. The trouble over the responsibility for the loading of the transports for the sick.

"If the Concho," asked ex-Governor Woodbury, "was overcrowded, was it because the Government had not provided sufficient transportation or through an error of judgment of the medical department?"

"Why, the medical department, certainly," replied General Humphreys, emphatically, "because

The dread and forbidding which all most invariably feel, is a young wife just the advent of the first child, the mother, who shall call her mother, is one of the burdens which civilization has imposed upon the privilege of motherhood.

There ought not to be such an overwhelming sense of depression and weakness as a woman feels at this time, and there would not be if she was in perfectly strong and healthy condition. In thousands of cases motherhood has been diverted of all its joys and pleasures by the use of Dr. Pierce's Favorite Prescription, which is the most marvelous remedy ever discovered for restoring complete organic health and strength to the delicate system involved in motherhood. It makes the mother strong, energetic and cheerful and carries her through the period of trial with comparative comfort and ease. It increases the baby's natural, robust, lusty infant, and adds to the joys of motherhood. Dr. Pierce's Favorite Prescription is also the best supportive tonic for nursing mothers. Every expectant mother will appreciate what is said by Mrs. Fanny M. Churchill (N. Y. City) in a letter to Dr. Pierce:

"I have used your medicine in my family for a long time, and find them to be all that is claimed. I cannot remember when I was so comfortable as I have been since I experienced one of the pains such as others have at that period, and with the first child, the one that mothered me so much. Besides, the medicine has cured me in many other ways. I would recommend all afflicted women to try Dr. Pierce's valuable medicine, and thus become well and strong."

There were two more ships, each as good as the Concho, available."

LACK OF MEDICINES AT SANTIAGO.

General Humphreys continued his testimony at the afternoon session. Speaking of the Santiago expedition, he said it was easy enough now to look back on things which might have been done, but there were a thousand and one things which happened that could not have been anticipated. He was closely questioned by Dr. Conner as to the supply of medical stores and the transportation furnished to convey them to the front. Witness said that the transportation trains used before the wagon trains were unloaded were under the direction of the commanding general, with orders to get ammunition and stores to the front, preferably ammunition, but there was, in his opinion, no reason why the medical stores should not have reached the front. "The medical corps were," he said, "denied nothing when it was possible to give it to them." Medicine chests belonging to many of the troops, which were with the troops, as they should have been. Tons and tons of regimental property were landed in some cases, but not the surgeon's medicine chests. Why, he could not understand.

Asked if all the supplies were landed by July 10, General Humphreys said he could not say. This was the result of the fact that the first instance directed all the hospital stores to go on the Santiago, the Iroquois and the Concho. He said that he did not know what came to the pier at Tampa. No one knows exactly what arrived, and he said that he had no recollection of a single ship or hospital to join the expedition.

General Humphreys explained that almost everything in the first fortnight after the landing was done on oral orders or by telephone. There was a little paper on hand. Asked about the failure to unload some of the supplies, General Humphreys said that the vessel were not unloaded because they were not ordered to be unloaded. He said that he had no orders from Secretary Alger to allow nothing to interfere with the movement of the troops.

Asked about his experience with refrigerated beef, he said the first he saw was at Santo. He said, "but what I saw was pretty good. I think it was all good when landed at daylight each morning, but I heard some of it spoiled."

"How about the thinned roast beef?" he was asked.

"I did not hear an intimation that it might have been spoiled," he said. "In a joking way I heard that Armour had extracted the juice from the roast beef for his beef."

PHILIPPINES COMMISSION.

APPOINTMENT ACCEPTED BY PRESIDENT SCHURMAN.

OTHER MEMBERS TO BE SELECTED SOON—NOT TO RECOMMEND A FORM OF GOVERNMENT FOR THE ISLANDS.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 16.—President Schurman of Cornell University visited the White House today in response to an invitation telegraphed to him last Saturday, and, as the result of his conference with the President, announced this afternoon that he had decided to accept a place on the Commission which the Administration expects to send some time this winter to study conditions in the Philippines.

Mr. Schurman was considered by the President an excellent choice for the head of the proposed Commission, and his views were, therefore, sought and the appointment was to-day offered to him. As the trip is to be made in February or March, the other Commissioners will be selected without much delay.

It is known that the President is anxious to have Professor Dean C. Worcester, of the University of Michigan, go to the Philippines. Professor Worcester spent four years in the islands and recently published a book which is regarded as one of the most valuable contributions to existing knowledge of conditions in the Philippine Archipelago. Professor Worcester's consent to serve has not yet been obtained, and it may be necessary to substitute some one else for him on the Commission.

It is supposed that the Administration will endeavor to press Admiral Dewey and Major-General Otis into service as members of the Commission, as they are both already on the spot, and have had extensive experience both in dealing with the natives and in estimating their desire and capacity for self-government. They also are exceptionally well informed as to the value of the Philippines as a colony from the commercial, naval and military point of view. Colonel Charles Denby, formerly Minister to China, and now a member of the Commission investigating the conduct of the War Department in the war with Spain, is generally regarded as the fifth probable member of the Philippines Commission. He is thoroughly familiar with political and other conditions in the Far East, and would add great strength to any body sent to examine and report on the situation in the Philippines.

The Commission will not go to the Philippines for the purpose of recommending a form of government for the islands, and the question of their disposition will not be within the scope of the problems to be investigated. Congress will settle the political future of the Philippines for itself. The people, their customs and habits, their education and capacity, the resources and prospects, will be among the things to be inquired into. A complete tour of the principal islands is not expected.

The expenses of the Commission will probably be paid out of the \$4,000,000 placed at the disposal of the President by the United States bill for the Philippine Islands.

No restriction was put on the expenditure of this appropriation.

The selection of a Commission to visit the Philippines and report on conditions existing there is not expected to influence in any way the action of the Senate on the Treaty of Peace now pending, or of the two houses in determining the destiny of the islands now under the control of the United States by the result of the war. It is assumed by the President that the Paris Convention will be ratified, and that the Administration will exercise military control of the islands until Congress determines whether they are to be retained and governed as an organized territory, or whether a native government is to be set up under American protection.

Under the present Congress will be prepared to discuss seriously the fate of the Philippines, and in the mean time a report from a Commission of high credit and standing on existing conditions in the islands cannot fail to be of immense assistance in indicating a safe and reasonable solution of the problem of governing the distant territory taken from Spain as the outcome of Dewey's victory.

CORNELL'S TEMPORARY PRESIDENT.

PROFESSOR T. F. CRANE WILL PROBABLY BE SELECTED—DUTIES TO LAST UNTIL 1900.

Ithaca, Jan. 16.—It was announced to-night that the Board of Trustees of Cornell University had selected Professor T. F. Crane, of Ithaca, to perform the duties of President J. G. Schurman during the latter's absence in the Philippine Islands. Professor Crane is one of the oldest professors at Cornell, and was a member of the original faculty. At present he holds the place of professor of the Romance languages. He is thoroughly familiar with the conditions of the islands, and will be fitted to perform his duties. Professor Schurman's leave of absence will extend to January 1, 1900.

GERMANY AND THE CAROLINES.

Berlin, Jan. 16.—The "Vossische Zeitung," referring to the voyage next summer of the German cruiser Albatros in the Pacific, says it will be connected with the intention of the Government to acquire the Caroline Islands.

MOVEMENTS OF NAVAL VESSELS.

THE BENNINGTON ON THE WAY TO WAKE ISLAND AND GUAM.

Washington, Jan. 16.—The Navy Department was informed to-day that the Bennington sailed from Honolulu on January 7 for Guam, in accordance with the orders of the Department. On the way over she will stop at Wake Island and take possession of it for use as a cable station.

Other naval movements were reported to-day as follows:

The Marietta has sailed from Colon for Cartagena; the Wheeling, from Union Bay for Sitka; the Scorpion has been put out of commission at the New York Navy Yard; the Topeka has sailed from Porto Rico for Samana Bay; the Lancaster has arrived at Port Royal, S. C., and the Wilmington at Port of Spain.

The Marietta has sailed from San Juan de Porto Rico for Gibraltar. She is going to the Philippines to reinforce Dewey's fleet.

The Cincinnati has arrived at Port Royal. The Huxford made another start yesterday from New York for Camden, N. J., where she is to be placed at the service of the Navy.

LIGHTEST CHALLENGER EVER BUILT.

SIR THOMAS LIPTON'S SHAMROCK TO BE BUILT OF A NEW MATERIAL.

London, Jan. 17.—"The Times" says this morning that the Shamrock, Sir Thomas Lipton's challenger, will be built of a new material that will make her the lightest yacht which has yet challenged for the America's Cup.

DANGERS FROM MORMONISM.

The Congregational Club, of New York and its vicinity, held its regular meeting at the St. Denis Hotel last night. Randall Spaulding presided. There were 100 persons at dinner, the fact that the questions of Mormonism and polygamy in relation to the recent election of Brigham Young, and the fact that there was a discussion of a larger audience than usually attends the meetings. There were three speakers on the list, including Eugene Young, a grandson of Brigham Young, but he failed to appear, and the Rev. Dr. A. J. McMillan, who for ten years lived in Utah, took his place.

Dr. McMillan told a number of amusing stories of the way in which Mormonism had been the strongest defender of polygamy were the Mormon women, who had been taught that it was their only hope for exaltation. "If you confined the propaganda of the Mormonism to Utah," he continued, "it would fall."

He then told of the fight against Mormonism that was waged in these Eastern States and all the States of the Union. He closed his address. Other speakers were the Rev. J. A. Cote, pastor of the First Church, and the Rev. J. A. Cote, pastor of the First Church, who gave statistics on the work being done among the French in New England, and the Rev. J. A. Cote, pastor of the First Church, who gave statistics on the work being done among the French in New England, and the Rev. J. A. Cote, pastor of the First Church, who gave statistics on the work being done among the French in New England.

"How to Meet National Menaces," he declared that there were but two ways, and that was by education. This was true in connection with Mormonism. Mormonism was the ranked first among the dangers to our country, and it would die. It was proposed to send throughout the land literature on the ways to cure one of the great National Menaces.

IS THE PAUL JONES LOST?

NAPHTHA YACHT, WITH PLEASURE PARTY ABOARD, NOT HEARD FROM.

SHE LEFT THE MOUTH OF THE MISSISSIPPI ON JANUARY 3 FOR PENSACOLA—FEAR THAT SHE ENCOUNTERED A GALE.

[BY TELEGRAPH TO THE TRIBUNE.]

New-Orleans, Jan. 16.—The following statements have been received from Bloxi, Miss.: After a thorough and fruitless search of the Mississippi coast, inside and outside of Chandeleur, Ship and Horn islands, there seems to be little cause for hope that the Nafta yacht and the persons on board of her have perished. In the light of information obtained, the theory is advanced that the craft came to grief close in shore through the explosion of her naphtha tanks.

Additional light is thrown on the movements of the launch after she left the Mississippi River by Captain Nielsen, of the steamer Georgia, plying between Bloxi and Ship Island. The captain gives a description of a launch he passed on January 4 tallying with the missing craft. Nielsen states that she was built of dark wood, probably mahogany, and was larger than other launches he had seen. She was halfway from Ship Island to the mainland, and heading toward Grant's Pass. This is the regular route taken by pleasure craft.

There was a cheering report brought in by the tug Leo this afternoon of a launch seen fifteen miles south of Horn Island, but later reports declare that the Leo's find was Albert Baldwin's launch, from Pearl River to New-Orleans. Hundreds of small boats, steam and sail, have given voluntary assistance to those charged by Messrs. Jones, Youkum and Taggart, and almost every foot of the intricate land and island coast has been looked over in vain. There is still a lingering hope that the Jones may be stuck on a mudbank in some out-of-the-way place.

THE YACHT OWNED IN LOUISVILLE.

LOANED TO A PLEASURE PARTY FOR A TRIP TO PENSACOLA—FINELY FITTED UP.

Louisville, Jan. 16.—Lawrence Jones, of this city, the owner of the missing yacht Paul Jones, this afternoon received a telegram from Mrs. Mary Jones, of the Louisville and Nashville Railroad, at New-Orleans, which stated that a strange yacht with two masts, supposed to be the Paul Jones, had been sighted fifteen miles off Horn Island, Saturday night, going east. The description tallies with that of the Paul Jones. This is the first information that has been received of the yacht. Mr. Jones is confident that the yacht is safe.

The Nafta yacht Paul Jones left Louisville on December 1 with a pleasure party of society people, bound for Pensacola, Fla., and other ports in Southern waters. The party consisted of Colonel H. C. Youcum and his daughter, Miss Youcum, and G. M. Youcum, all of St. Louis; Miss F. Taggart, daughter of Major Taggart, of Indianapolis, and Miss M. Woodland, of Chicago.

The last heard direct from the yacht was when she left the mouth of the Mississippi River, on January 3. It was the plan of Colonel Youcum, under whose direction the yacht was sailing, to coast along from the Mississippi's mouth to Pensacola, Fla., where it was the intention of the party to make a considerable stay. According to weather reports received at the local bureau, the yacht encountered a heavy gale directly after leaving the mouth of the river. The yacht was blown off its course, and the party was scattered. The yacht was last seen on the Gulf of Mexico, and the party was last seen on the Gulf of Mexico.

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